

MARCH 2021

THE NATIONAL

Falcon NEWS

THE MONTHLY MAGAZINE OF THE FALCON CLUB OF AMERICA



ON THE COVER

One of our international members, Benni Haspel (FCA #12876), lives in a small town near Tel Aviv, Israel. He owns a red 1960 Ford Falcon, a 1963 Squire and a 1966 Mustang. As a child, he saved car advertisements from U.S. magazines, put together car model kits, and collected auto sales folders.

When he first spotted a Ford Falcon in 1960, it was love at first sight. He remembers, "I looked at the big rounded tail lamps until she vanished, and left a boy in love. From that moment on, only that red Falcon was in my head." Fifty years passed and he rekindled that love for that first love, his little red Falcon. And, there was a special surprise in store that he'd learn about this little gem. Find out what that was, starting on page 10.

EDITOR NOTE: Please send us your photos and stories so **your** Falcon can be featured in our magazine.

To access the magazine, technical articles, and membership directory, use password FCA1979!

IMPORTANT MEMBERSHIP INFORMATION

Now that the magazine will be delivered only digitally, it is essential that we have current email information for you to receive a link to each issue. Please be patient as we work out the kinks of this new delivery method. The link on the website at falconclub.com which is password protected will continue to be available. For inquiries or updates regarding your FCA membership—your address, email, phone number, etc.—contact membership@falconclub.com. To place a classified ad, email editor@falconclub.com. To submit FCA Regional event information, send information to editor@falconclub.com and admin@falconclub.com.

THE FALCON CLUB OF AMERICA, INC. is a non-profit organization dedicated to preserving the Falcon automobile built by the Ford Motor Company from 1960 to 1970. The FCA was founded by Roy Sword in 1979 and is incorporated under Arkansas state law. Yearly dues to The Falcon Club of America are \$30. (\$35 for Western Hemisphere, \$45 for international members offshore, payable in U.S. funds) and are payable to: The Falcon Club of America, P.O. Box 113, Jacksonville, AR 72078-0113. The National Falcon News is published monthly with information submitted by members.

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Jim Guthrie
FCA President

So far, this has been a cold dry winter here in the Midwest. We have had an occasional snow but not a snow storm, nothing that would keep you pinned down. Texas by contrast, has had a rough go lately. Seems a bunch of our members to the south have been down with illness and a cold wet lingering storm that has knocked out power for days upon days. Flooding from snow melt has exacerbated the whole thing and on top of that, it is March already, and the winds can't be far behind.. Let's all hope that things improve so that we can all be together safe and healthy in Irving, Texas the first week in July for our National Meet. Thank you Heart of Texas Chapter, stay well. If you have not made your reservations, there is still time.

The Board of Directors, as I have previously reported, has taken up the matter of the future of the printed *National Falcon News*. I can report that the costs of various options are being evaluated again. These include returning to a monthly, going bi-monthly, quarterly, or e-magazine only. Issues being considered include increased membership fees, offering the printed copy as an option, the cost of postage, especially for international members, and most importantly, the desires of the membership. I have received strong support for some form of printed magazine from those members who are not interested in the electronic version, or have no access, or want to share it with a buddy, etc.

The Board of Directors is also evaluating the position of Internet Director to determine the scope of work, the skills required, and the costs associated with growing our membership through the internet. Responsibilities include the FCA website, assisting chapters with their websites, Facebook, e-magazine and administrative support such as membership renewal software. I am hopeful that this matter will be resolved before we lose our current Internet Director.

We are looking for a Recording Secretary. If you are interested, please review the requirements in the By-Laws and let me know.

Our *News Magazine* Editor is looking for articles for future editions. Let her know what your chapter is up to and if possible take some photos.

Until next time, stay healthy and safe, and if you are able to go to a car show, take a youngster along with you.

Jim Guthrie (FCA #12897)
guthriejasr@gmail.com
816-288-7469

OFFICER POSITIONS

Election of Officers takes place at the General Membership Meeting, held on Saturday of the National Falcon Meet each year. This year, that will be on July 10, 2021 in Irving, Texas. The positions that are nominated and voted on at that time are President and Vice-President. There is also normally one Board of Directors member that is open each year for a five year term. In 2021 we will have two Board member positions available. Due to the fact that the 2020 National Meet had to be canceled, the member whose term was ending, Richard Harrington, agreed to stay on for an additional year at the request of all officers. One position would be for the remaining four years of the 2020 term and one position for a five-year term. We would like you to think about and consider if one of these positions would be of interest to you or someone you know.

The Recording Secretary is currently vacant. Wally Tirado, our Internet Director, has also indicated that he will step down at the end of July. If you are interested in either of these positions, please contact one of the officers to discuss the position.

The description of the duties of these positions is as follows (taken from the FCA By-Laws):

4.5 Duties, Responsibilities and Powers of the President, Vice President, Recording Secretary are as follows and as set forth in more detail in the Officer and Director Handbook:

4.5.1 President

4.5.1.1 General charge and supervision of the activities of the FCA.

4.5.1.2 Improvement of the FCA through increased publicity, activities and status.

4.5.1.3 Coordination of the FCA functions with other clubs.

4.5.1.4 Promote FCA social activities.

4.1.5 Chair Officers' meetings and Business meetings.

4.5.2 Vice-President

4.5.2.1 Serve as an alternate for the President in the President's absence.

4.5.2.2 Assist in implementing FCA policy.

4.5.2.3 Chair special committees as appointed by the Board.

4.5.3 Recording Secretary

4.5.3.1 Prepare minutes of the FCA Business meeting.

4.5.3.2 Prepare minutes of the FCA Officers' meeting.

4.5.3.3 Maintain FCA Officer and Director Handbook and FCA records, other than those maintained by the Treasurer.

4.5.3.4 Prepare FCA correspondence as requested by FCA President or Board.

4.7 The Duties, Responsibilities and Powers of the FCA Board of Directors are as follows:

4.7.1 Manage the activities and affairs of the FCA and resolve FCA issues brought to its attention by the President or Vice President.

4.7.2 Hold annual, regular or special meetings. (Skype meetings are held monthly)

4.7.2.1 Plan and conduct annual meeting at the National Meet.

4.7.2.2 Ensure a quorum of a majority of Directors then in office is in attendance for conducting FCA business.

4.7.2.3 Select a chair and secretary for each meeting. The chair and secretary may be the same person.

4.7.2.4 President and Vice President shall attend Board meetings if they are available, but shall not be entitled to vote.

4.7.2.5 May conduct a Directors only meeting.

4.7.3 Grant or assign additional duties, responsibilities and powers to the elected, appointed and volunteer officers. These duties, responsibilities and powers may be enumerated in the Officer and Director Handbook.

4.7.4 Approve the terms and the form of contracts to be entered into by the FCA and contractors.

AN INTERVIEW WITH JOHNNY FALCON

BY KENN SICKLE



Johnny Falcon—a 1965 Falcon Sprint—has graced the pages of **The Falcon News** twice before: “The Known Biography of Johnny Falcon” in 2018 and “Nice Day for a Twilight Turquoise and White Wedding,” in March 2020. Since then the COVID-19 pandemic has created what has been called the “new normal” greatly curtailing everyone’s outlook and social life, including Johnny Falcon’s. We thought it appropriate, then, to get Johnny’s perspective on life during a pandemic and his unique perspective of life during his 55 years.

TFN: Good afternoon, Johnny, if I may call you that. And thanks for taking the time to speak with us.

JF: Yes, you may. Let me turn down my radio for the interview. (‘65 Love Affair an oldie by Paul Davis is switched off leaving only a low burble of an idle to fill the fall air.)

TFN: We have all had to make adjustments in today’s world. People live in fear and apprehension having to wear masks and practice social distancing. How has the pandemic affected you, Johnny?

JF: Well, I’m on the fence here. I can get behind social distancing. Let me explain. Once at a local car cruise, some inconsiderate GM product parked closer than it should have and I was frankly nervous. Paint jobs are expensive, you know. Social distancing, please! My observation would be, is six feet ENOUGH? On the other hand, I’d never wear a grille-covering. It just does not fit my image to wear a bra; I am not Jane Falcon, after all!

TFN: Were you coming to the Nationals at Dayton? Coming next year to Dallas?

JF: Yes, I was. My owner had reservations and I had plans to drive a bit faster than usual to get one of those parking spaces in the shade. Next year? Dunno. You see, as a Falcon, I am not a Cowboys fan. Atlanta would be a better place for me.

TFN: In your 55 years, you’ve seen many social crises.

JF: You are so very right! I’ve lived through Viet Nam and gas rationing and 9/11 and the rust epidemic of the 70s. Man, I have to admit, rust crept into my life and it’s a painful thing when it hits. The nearest a human could relate is cancer – that’s what rust is for us collectible cars. The gas shortage was scary, too. Thirst is a powerful thing.

TFN: What is your take on today's cars?

JF: Everything today either looks like an egg or a brick. Style? A whole generation has come that cannot tell a Chevy Malibu from a Hyundai. Look, when I came into the world, I was Ford's least expensive car – a compact, an economy car, they called us. And now the people who come to car cruises look at me and say "ooh, nice lines" or "it looks like it's moving sitting still." Why? Because stylists today have lost their aesthetic!

And cars have lost personality. My owner parked me at Walmart the other day and there I was grille to grille with a Korean-Japanese something-mobile. Let me tell you, the conversation was bland, inane: "How many cupholders do I have, indeed!" I couldn't wait for my owner to fire me up and let that wallflower hear my rumble!

TFN: So, you're saying all the old designs and ways are better?

JF: I wouldn't go that far. I have evolved with time: I have disc brakes up front now and I can run on unleaded fuel but my radio is always set to classic rock. But we all grow up, right? I went through the stages: white letter tires and peel-outs and trick wheels and speeding tickets to be where I am. Now, I'm mature and appreciate the finer things in life.

TFN: Such as...

JF: I love the feel of fresh smooth asphalt under my tires on a winding two-lane road in the spring; the crisp fall air in my intake manifold on sprints by the lake: and the smell of premium gas as it channels through the veins of my fuel system. And of course, the sublime moment on cool days after a cruise safe in my warm garage.

TFN: How did you handle the introduction of the Mustang and all its ballyhoo and fame?

JF: Well there's maturity in action again. (Lee) Iacocca wanders into one of OUR parts bins one day and takes this and that to make the Mustang. I'm like, 'Hey, Lee, work with us. We got the parts to make Falcons rock! We're willing to go down that road!'

So, yes, I was bitter; I was young and felt used by that man!

But now, I'm proud of my pony car brother; he's accomplished a lot. But the Falcon's legacy is different—not just performance. It's dependability and endurance and staying power: I have

brothers and sisters in Argentina and Australia! Falcons have spawned not just the Mustang but also the Cougar, Maverick, Comet, Granada, Monarch even the Lincoln Versailles can trace its heritage to a Falcon. Even the Ford Tempo four-cylinder was a Falcon engine with two cylinders lopped off! The Falcon Club has about 14,000 members!

TFN: Were you bitter when the Falcon name was phased out and they introduced the Maverick in your place?

JF: Oh, man, yeah! (engine revs and mufflers cackle a bit in response). I mean look, we did everything corporate asked of us Falcons! Be a nice economy car. OK, we did that. Let's dress you up and add a V-8, well, I'm proof of that. How about a wagon model? Check. Trucks and vans, we were willing. I mean, we're versatile and so we thought we're in this for the long haul. Then comes the memo: phased out for the 2-door Maverick. Advertising ballyhooed it as a return to the original basic Falcon concept. It was the suits at Ford that asked us to do all those things and then suddenly: let's get back to simplicity, they say. Man, that was rough!

TFN: So, you don't get the respect you deserve?

JF: But that's changing. I got a thumbs up the other day from a new Mustang Cobra waiting at a stop sign as I rumbled by. That means a lot. And people come stare at me during fill-ups at the gas station and almost all of them will say, "My dad/brother/uncle/grandfather/neighbor/barber had one just like it." Or "I had a Falcon and wish I still had it."

TFN: Thanks, Johnny, for taking your time to speak with us, we hope to see you again soon.

JF: My pleasure. Give my regards to all the Falcon brothers and sisters you see. And by the way, you dropped your ink pen under my driver's side radial.

TFN: Thanks.

JF: No sweat, man.

—Kenn Sickle (FCA #12674)
St. Clairsville, Ohio

WELCOME BACK

BY BENNI HASPEL

THIS ARTICLE WAS PRINTED IN THE OCTOBER 2019 ISSUE OF *HEMMINGS CLASSIC CAR*. WE HAVE INCLUDED BENNI'S TEXT AND INCLUDED A FEW ADDITIONAL PHOTOS.

REMINISCING


BENNI HASPEL
RA'ANANA, ISRAEL

Welcome Back

I LIVE IN RA'ANANA, A SMALL town near Tel Aviv, and own a little red 1960 Ford Falcon; I also have a 1963 Squire and 1966 Mustang.

I was born in the year of 1948 and grew up near the Mediterranean Sea within the State of Israel. Israel in the 1950s was a young, poor country, trying to absorb hundreds of thousands of new emigrants, most of whom were Holocaust survivors. There were few cars on the narrow dusty roads, most of them commercial vehicles and buses that had been the main means of transportation. Few people could afford new cars.

The cars were primarily British, French, and American. Kaiser-Frazer of Israel produced most of the American cars, while Chevrolets, Plymouths, and Fords were available but sold in far less numbers; each brand sold some dozen cars per year.

and even a little Renault Dauphine. My parents also got *Time* and *LIFE* magazines from the USA, and when each issue arrived,

I live in Ra'anana, a small town near Tel Aviv, and own a little red 1960 Ford Falcon; I also have a 1963 Squire and 1966 Mustang. I was born in the year of 1948 and grew up near the Mediterranean Sea within the State of Israel. Israel in the 1950s was a young, poor country, trying to absorb hundreds of thousands of new emigrants, most of whom were Holocaust survivors. There were few cars on the narrow dusty roads, most of them commercial vehicles and buses that had been the main means of transportation. Few people could afford new cars.

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My parents were fortunate to afford a car, and my childhood had passed inside a Kaiser, a Ford "shoebox," a Packard and even a little Renault Dauphine. My parents also got *Time* and *LIFE* magazines from the USA, and when each issue arrived, I ripped out the car advertisements. I also got car model kits and have a nice collection of sales folders.

And then came 1960. Among the big and somewhat brutal American cars, she (not "it") suddenly emerged: the Ford Falcon. It was love at first glance.

For a 12-year-old boy, she was prettier than the girls in the neighborhood or in my class. The Falcon was round, and soft like a woman—I fell in love.

In those years, when new car models came to the remote Holy Land, first came the advertisements, then the folders, and only some months later, the actual cars. One day when I went to school, I saw a Falcon for the first time. It was running on the highway—she was brand new, red, and shining in the Middle Eastern sun. My breath stopped and my heart banged. She was prettier than in the papers and brochures. I could say only one word: "Falcon." I looked at the car when she continued on her way to Tel Aviv. I looked at the big rounded tail lamps until she vanished, and left a boy in love.

From that moment on, only that red Falcon was in my head. In school it was not "King David rode on a horse" but "rode on a red Falcon." I imagined myself driving a Falcon, washing a Falcon, etc.... Poor Noga, the neighbor's daughter—she always thought I was looking at her, but I was actually looking at her parents' Falcon.

My parents did not want to hear about Falcons. When they went to the Ford dealer and bought another Ford, I was sad it wasn't a Falcon. But the dealer said, "Do you want a Falcon? Have one," and he gave me a sales folder, which I still own even today. I swore that one day in the future I would have a red 1960 Falcon.

Time passed and I grew up, raised a family, and had a Studebaker Lark, a Mustang, etc. In the 1980s, you couldn't find '60 Falcons in Israel anymore, so I lost hope of fulfilling my dream of owning a red 1960 Falcon like the one I saw for only a few seconds that day back in my childhood. I had to wait till I was 60; that's when I heard of a 1960 Falcon somewhere in the south of Israel. I went and indeed it was true. In a remote and neglected garage stood a dusty and dirty and half-dismantled 1960 yellow/pink Falcon. When I looked at its beloved grille, it brought me back to when I was a 12-year-old boy. Its license plate bore the numbers 83-615.

When registering a car in Israel, a new car receives a license plate that is with it forever, even after the car is no longer around; the plate is numeric. Until 1962, automobile plates had five digits (like 83-615). Then it expanded to six digits, and today they have eight digits. And the license document also bears the car's color. When I looked at the document of this yellow/pink Falcon, it was written "red," so I told the owner (who was a car painter) that I would buy the car but only if it was red. I did not tell him that a red Falcon had been my dream car.

Weeks passed, and when he called me to come down and see the now-red Falcon, I again felt like a 12-year-old boy. Not since that one car that I saw some 50 years earlier had I seen another red



This 1963 Squire Wagon also has a prominent position in Benni's garage. It boasts a 170 engine and a four-on-the-floor Dagenham.

1960 Falcon. My dream finally came true. You never know what is waiting for you around the corner, especially in the Holy Land.

Ten years have passed with my restored little red Falcon, and last year I managed to obtain a copy of the government's list of all Falcons that had been imported to Israel in 1960; there were 58 of them. The list consisted of the number plates, the date of landing here, some more details, and the original paint color.

And I nearly fainted. Only one imported red car and it was 83-615!

It means that the red Falcon, which this once 12-year-old boy saw for some few seconds back in 1960 and fell in love with, is the same car that this 70-year-old man possesses today. During those years she had no less than 13 owners and was repainted in at least two different colors. Now she's red again and is nestled deep in my heart. Actually, she never went out of my heart.

Red 83-615 is restored back to her times of glory as I saw her in 1960. Only 140 vehicles of all types still bear the five-digits plate that is now very prestigious. And every morning, when I go to the garage and before I sit in my new Japanese car, I lift the cover and give 83-615 a kiss on behalf of 12-year-old Benni.

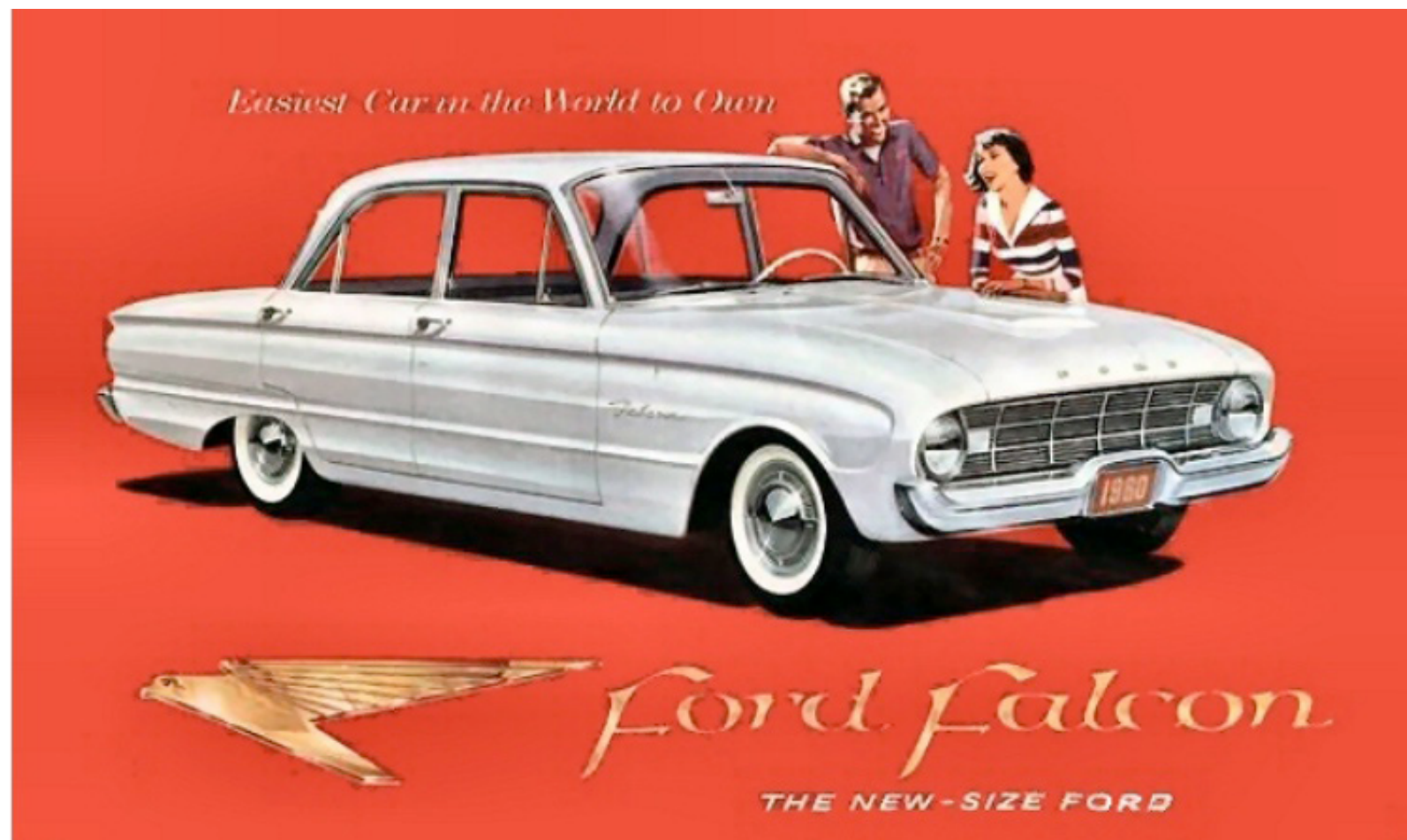
—Benni Haspel (FCA #12876)
Ra'Anana, Israel

Special thanks to Larry Bernhardt (FCA #13519) for the heads up on this information.



Benni's Falcon was featured on the cover of the September 2015 issue of The National Falcon News.

STYLING THE 1960 FALCON EXTERIOR



One of the biggest challenges a automobile designer has is to match the design to the desires of the buying public. The 1960 Ford Falcon exterior is what would ultimately attract the buying public. Two men were instrumental in the exterior design of the Falcon—George W. Walker and Eugene Bordinat, Jr.

George W. Walker joined Ford in the 1950s and became corporate vice-president of Ford Motor Company for design in 1955. Walker's career also included industrial design for clocks, bread boxes, chemistry sets, bicycles, and roller skates, among other products. Walker developed the standard for key Ford Motor Company Products for the 1950s and '60s. Beginning with the enormous success of the 1949 Ford, George became the catalyst for the iconic appearance of Ford, Mercury and Lincoln models, elevating Henry's company to one of the all-around best-selling automotive operations in the world.

Several design ideas for the new Ford compact car were explored, seeing the creation of early design studies such as the L'avion and Astrion concept cars. A two-seat Thunderbird-like vehicle was even created with photos "leaked" out to throw the competition off balance. In total, more than 20 proposals were presented for the Falcon project. Some of the ideas eventually made their way to their Ford products.

The man who was charged with the task of making the new compact appeal to a style-conscious public was Eugene Bordinat, Jr. His job was to keep the car simple and under budget—two of Ford executive Robert McNamara's favorite themes.



Pictured above, around 1957, is George W. Walker, VP and Director of Ford Styling at the time, with "L'Avion", the first design study for what would eventually become the Falcon. By the time the Falcon hit the showrooms in late 1959, it obviously looked nothing like this prototype.



When Eugene Bordinat, a native of Toledo, Ohio, retired from Ford Motor Company in 1980, he was their longest-tenured chief stylist.

Many of the proposals strayed from the original theme of simple and basic. However, Bordinat was able to successfully translate McNamara's wishes and come up with a very attractive presentation. The front featured two single headlamps mounted inside a wide, soft-edged surround filled in with a stamped aluminum grille.

Quad-headlight arrangements had been suggested for the Falcon, but early presentations gave the car an uneven look. The two-light front end gave a cleaner appearance and was also a cost-cutting move. Another feature that saved money and weight was a hood support rod attached to the radiator support instead of spring-equipped hinges.

The concave grille with horizontal parking lights is a recognizable feature that distinguishes the 1960 Falcon from later models. Falcon's rear view featured a pair of large round taillights, a recognized Ford design theme. Falcon's side view was simple, featuring an indented cove that started on the front fender and ran the length of the car, trailing off to accentuate the shape of the taillight tunnels.

Doors and panels were relatively thin, and ornamentation was also kept to a minimum; stainless steel trim around the windshield and rear glass, chrome block letters spelled out "Ford" on the hood, and a series of script on the front fenders behind the wheel well and again on the back panel.

Eight standard exterior colors were used, all of them shared with the big Fords—Belmont Blue, Sky Mist Blue, Monte Carlo Red, Sultana Turquoise, Corinthian White, Meadowvale Green, Adriatic Green, and Platinum. Optional two-tone choices were limited to contrasting roof/body patterns.

Falcon wagons were really quite advanced in their design. While full-size Ford wagons still used a two-piece tailgate, Falcon haulers featured a rear window that could be retracted into the tailgate. For



those who had a few extra dollars to spend, this could be power-operated. Offering up to 76.2 cubic feet of space, the wagon had plenty of cargo room for most family loads. With a little bit of jockeying and the tailgate left down, a four-by-eight sheet of plywood could be loaded into the car.

Late in his career, in a profound break with established practices, Bordinat empowered a styling team to experiment with small platforms. The first of these was the original Mustang—not the Falcon-derived production car, but instead the mid-engine open roadster that resembled the GT40. Bordinat is also credited with supervising the creation of a tiny 1963 sedan that became the prototype for the original Fiesta.

He was an enthusiast of wire wheels and stand up grilles school of design, as reflected in a Lincoln Continental Mark III and a number of other cars he styled. He retired from Ford in 1980. Other designs during Bordinat's tenure included the Mustang and the Pinto. One of his stylish concept cars bears his name, the "Bordinat Cobra."

Eugene Bordinat died in August, 1987 of a heart attack. Among the many comments from his former associates in his Automotive News obituary, was the following: "Friends and associates say Mr. Bordinat's most valuable contribution to Ford was bringing the design department into its own by wresting design leadership away from engineers and outside consultants."



This very stylish one-off concept car from the 1960s was named after its stylist and was known as the "Bordinat Cobra."

update

Upon reading the February *Falcon News*, I saw a picture of a black 1963½ Sprint in a Costco ad with a request for more information on the car. I sold the car to Jorgen Moller in September, 2019. Jorgen is from the northwest and owns a garage floor tile company that sells its product at many places, including Costco. I learned after the sale that he is planning to resto-mod the car and put a Ford Voodoo engine in it. To my knowledge the project is still underway. It was a completely stock—except for the wheels—Sprint when I sold it. One less original Sprint to enjoy!

—Steve Schmehl

Thanks Steve, we appreciate the information. Maybe Jorgen will give us an update down the road.

Did you know?

THE CAR RADIO

Seems like cars have always had radios, but they didn't.

One evening, in 1929, two young men named William Lear and Elmer Wavering drove their girlfriends to a lookout point high above the Mississippi River town of Quincy, Illinois, to watch the sunset. It was a romantic night to be sure, but one of the women observed that it would be even nicer if they could listen to music in the car. Lear and Wavering liked the idea. Both men had tinkered with radios (Lear served as a radio operator in the U.S. Navy during World War I) and it wasn't long before they were taking apart a home radio and trying to get it to work in a car. But it wasn't easy: automobiles have ignition switches, generators, spark plugs, and other electrical equipment that generate noisy static interference, making it nearly impossible to listen to the radio when the engine was running. One by one, Lear and Wavering identified and eliminated each source of electrical interference. When they finally got their radio to work, they took it to a radio convention in Chicago. There they met Paul Galvin, owner of Galvin Manufacturing Corporation. He made a product called a "battery eliminator", a device that allowed battery-powered radios to run on household AC current. But as more homes were wired for electricity, more radio manufacturers made AC-powered radios. Galvin needed a new product to manufacture. When he met Lear and Wavering at the radio convention, he found it. He believed that mass-produced, affordable car radios had the potential to become a huge business. Lear and Wavering set up shop in Galvin's factory, and when they perfected their first radio, they installed it in his Studebaker. Then Galvin went to a local banker to apply for a loan. Thinking it might sweeten the deal, he had his men install a radio in the banker's Packard. Good idea, but it didn't work. Half an hour after the installation, the banker's Packard caught on fire. (They didn't get the loan.)

Galvin didn't give up. He drove his Studebaker nearly 800 miles to Atlantic City to show off the radio at the 1930 Radio Manufacturers Association convention. Too broke to afford a booth, he parked the car outside the convention hall and cranked up the radio so that passing conventioners could hear it. That idea worked. He got enough orders to put the radio into production.



William Lear



Elmer Wavering

WHAT'S IN A NAME?

That first production model was called the 5T71. Galvin decided he needed to come up with something a little catchier. In those days many companies in the phonograph and radio businesses used the suffix “ola” for their names—Radiola, Columbiola, and Victrola were three of the biggest. Galvin decided to do the same thing, and since his radio was intended for use in a motor vehicle, he decided to call it the Motorola. But even with the name change, the radio still had problems: When Motorola went on sale in 1930, it cost about \$110 uninstalled, at a time when you could buy a brand-new car for \$650, and the country was sliding into the Great Depression. (By that measure, a radio for a new car would cost about \$3,000 today.)

In 1930, it took two men several days to put in a car radio. The dashboard had to be taken apart so that the receiver and a single speaker could be installed, and the ceiling had to be cut open to install the antenna. These early radios ran on their own batteries, not on the car battery, so holes had to be cut into the floorboard to accommodate them. The installation manual had eight complete diagrams and 28 pages of instructions. Selling complicated car radios that cost 20 percent of the price of a brand-new car wouldn't have been easy in the best of times, let alone during the Great Depression. Galvin lost money in 1930 and struggled for a couple of years after that. But things picked up in 1933 when Ford began offering Motorola's pre-installed at the factory. In 1934 they got another boost when Galvin struck a deal with B.F. Goodrich tire company to sell and install them in its chain of tire stores.

By then the price of the radio, with installation included, had dropped to \$55. The Motorola car radio was off and running. (The name of the company would be officially changed from Galvin Manufacturing to “Motorola” in 1947.) In the meantime, Galvin continued to develop new uses for car radios. In 1936, the same year that it introduced push-button tuning, it also introduced the Motorola Police Cruiser, a standard car radio that was factory preset to a single frequency to pick up police broadcasts. In 1940 he developed the first handheld two-way radio—The Handy-Talkie—for the U. S. Army.

A lot of the communications technologies that we take for granted today were born in Motorola labs in the years that followed World War II. In 1947 they came out with the first television for under \$200. In 1956 the company introduced the world's first pager; in 1969 came the radio and television equipment that was used to televise Neil Armstrong's first steps on the Moon. In 1973 it invented the world's first handheld cellular phone. Today Motorola is one of the largest cell phone manufacturers in the world. And it all started with the car radio.

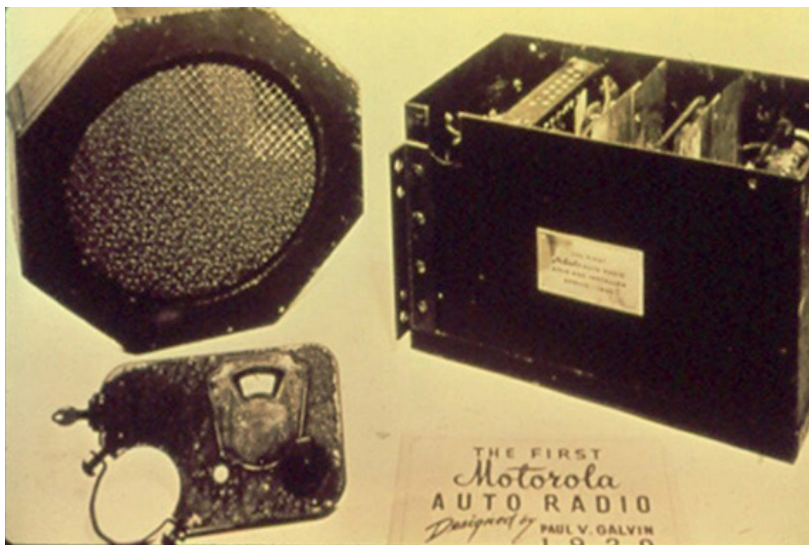


Motorola founder Paul V. Galvin using a Motorola car radiotelephone, 1946.

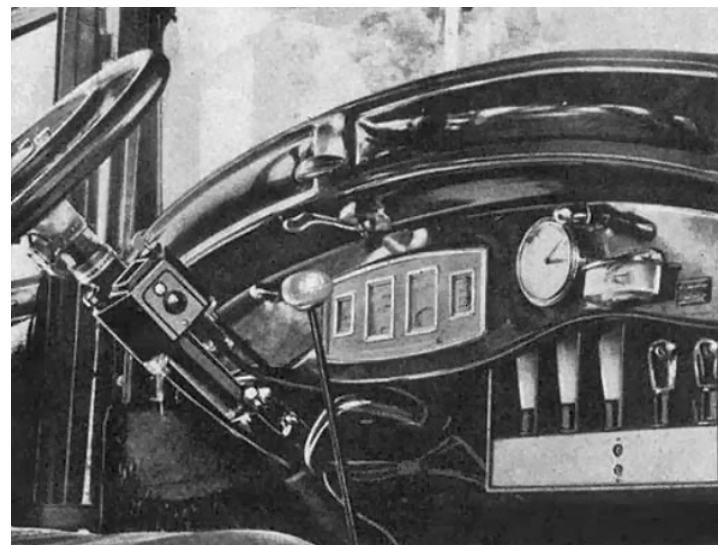
WHATEVER HAPPENED TO the two men who installed the first radio in Paul Galvin's car? Elmer Wavering and William Lear, ended up taking very different paths in life. Wavering stayed with Motorola. In the 1950's he helped change the automobile experience again when he developed the first automotive alternator, replacing inefficient and unreliable generators. The invention led to such luxuries as power windows, power seats, and, eventually, air-conditioning. Lear also continued inventing. He holds more than 150 patents. Remember eight-track tape players? Lear invented that. But what he's really famous for are his contributions to the field of aviation. He invented radio direction finders for planes, aided in the invention of the autopilot, designed the first fully automatic aircraft landing system, and in 1963 introduced his most famous invention of all, the Lear Jet, the world's first mass-produced, affordable business jet. Not bad for a guy who dropped out of school after the eighth grade. Sometimes it is fun to find out how some of the many things that we take for granted actually came into being!

—Steve Seiler

Thanks, Eddie Chitwood for sending in this information.



The Motorola Model 5T71, the first car radio



An early installed car radio

MOUNTAIN REGION

REGIONAL DIRECTOR

Kent Whisenand, Jr.
1400 Holden Ct., Erie, CO 80516
720-480-4910
kw65falcon@gmail.com
Meet quarterly

ARIZONA CHAPTER — PHOENIX

Greg Lyons
8845 Silver Spur Rd.
Flagstaff, AZ 85014
928-527-1056
lpfgreg@yahoo.com
Meet second Saturday except June, July, August
Berge Ford, 460 E. Auto Center Dr., Mesa, AZ

MILE-HI CHAPTER

Kent Whisenand
7190 W. 24th Place
Lakewood, CO 80214
720-480-4910
kw65falcon@gmail.com
Meet third Friday monthly, 303-857-9360

NORTH CENTRAL REGION**REGIONAL DIRECTOR**

Jack Ellis
 17860 168th St.
 Basehor, KS 66007
 816-806-1806
 1jandcellis@gmail.com

BEEF STATE CHAPTER

Rodney Gerdes
 807 Elmhurst Dr.
 Papillion, NE 68046
 402-306-2507
 grdd@hotmail.com
 Contact rgerdes4@cox.net for details

GATEWAY CHAPTER — ST. LOUIS, MISSOURI

Karen Albert
 314-596-8773
 kalbert2440@hotmail.com
 Meet fourth Sunday monthly

LAKE MICHIGAN CHAPTER

Tom Washburn
 16675 Orchard Valley Dr.
 Gurnee, IL 60031
 847-244-4821
 falcontom@hotmail.com
 Meeting TBA

METRO DETROIT FALCON CLUB CHAPTER

Jerry Richards
 535 Indianwood Rd.
 Lake Orion, MI 48362
 248-770-5697
 richardsgw@aol.com
 Meet bi-monthly at Archie's Restaurant, 30471 Plymouth Rd,
 Livonia, MI. 48150. Meeting on the first Sunday of each month
 starting in February.

MID AMERICA CHAPTER — KANSAS CITY

Jim Boyer
 816-806-5102
 jlbmac357@gmail.com
 Meet first Friday monthly, 816-288-7649

RAPTOR CHAPTER

Charles T. Mann
 P. O. Box One,
 Princeton, IL 61356
 815-200-6948
 falcon1965@gmail.com
 Meeting TBA

WHEAT STATE CHAPTER — WICHITA, KANSAS

Steve Preston
 wheatstatefalcons.
 president@gmail.com
 Meet second Saturday, even months

NORTH EASTERN REGION

REGIONAL DIRECTOR

John Howard
3955 Tolbert Rd.,
Trenton, OH 45067
513-312-8799
falconwagon62@yahoo.com

ERIE CANAL CHAPTER — AURORA, NEW YORK

Mike Barren
1310 E Blood Rd.,
Cowlesville, NY 14037
585-652-5985
Meetings TBA

HOOSIER CHAPTER — GREENWOOD, INDIANA

Dan and Jan Brancolini
2112 Wood Stream Dr.,
Avon, IN 46123
317-374-3580
dpbranco@aol.com
Meet first Sunday monthly
Edwards Drive-In, 2126 S. Sherman Dr.,
Indianapolis, 317-418-8301

KEYSTONE CHAPTER — PENNSYLVANIA

Jim Ogram
906 Stargazers Road
Coatesville, PA 19320
Jogram906@gmail.com
Monthly club conference calls on second Thursday 7:00pm ET.
Dial-in number: 605-313-5393 Access code: 663286#
or view presenters screen with audio <https://join.freeconferencecall.com/kcfca>

NORTHEAST CHAPTER RI, CT, MA, VT, NH, ME

Rick Bowes
245 S. Main St.,
Coventry, RI 02816
401-823-1059
falconsprint@aol.com
Meet third Saturday monthly
Check website for location and time.

OHIO VALLEY CHAPTER LOVELAND, OHIO

Jerry York
2064 Tulip Rd.
Loveland, OH
513-503-0029
jyork@fuse.net
Meetings TBA

ONTARIO CHAPTER ONTARIO, CANADA

Al Inglis, 44 Farnsworth Dr.
Toronto, Ontario, Canada M9N 2Z7
1-416-580-8234
al.inglis@sympatico.ca
Meetings TBA

PACIFIC REGION**REGIONAL DIRECTOR**

Mike Grant
9917 NE 156th Ave.
Vancouver, WA 98682
360-241-6995

**CENTRAL CALIFORNIA FALCONS
BAKERSFIELD, CALIFORNIA**

Marcia Simpson
5304 Southshore Drive
Bakersfield, CA 93312
661-619-0677 / 661-587-8539
marcia.simpson@att.net
Meet first Tuesday of the month.
Call for location.

COLUMBIA RIVER CHAPTER

Allen Shade
157 Aiki Road
Woodland, WA 98674
360-225-7403
falconcomet@cni.net
Meet first Thursday monthly, 7:30 PM, Mar–Nov
Benny's Rod & Custom Pizza Café
4219 NE St. Johns Rd., Vancouver, WA

**GOLDEN GATE CHAPTER
BAY AREA, CALIFORNIA**

Ralph Garcia
Redwood City, CA
650-368-2841 / 650-281-3697
ralphsvacs@gmail.com
Meet second Saturday of odd months

**INLAND NORTHWEST CHAPTER
ELLENSBURG, WASHINGTON**

Scott Zimmerman
1010 Saddlerock Dr.
Ellensburg, WA 98926
509-929-3790
gitanesteel@yahoo.com
Meet second Tuesday of even months

**MONTEREY BAY CHAPTER
MONTEREY BAY, CALIFORNIA**

Taj Dufour
120 Via Vinca
Santa Cruz, CA 98060
831-332-9699
Meet second Saturday even months (Feb., April,
June, Aug., Oct., Dec.). For meeting time and
location, email montereybayfalcons@gmail.com.
Please see Facebook page, Monterey Bay
Falcons, for additional information.

**RAINIER FALCONS CHAPTER
SEATTLE, WASHINGTON**

Roger Moore
5523 South Avon Street
Seattle, WA 98178
206-290-3093
rainierfalcons63@gmail.com
Meetings: third Wednesday; bimonthly
Jan–Nov. Go to rainierfalcons.com for
more information.

**RIVER CITY FALCONS
SACRAMENTO, CALIFORNIA**

Chapter is currently inactive

**SONOMA COUNTY FALCONS
FOR FUN CHAPTER
SANTA ROSA, CALIFORNIA**

Paula Johnson
2306 Bellam Court
Santa Rosa, CA 95401
707-799-7795; westcoastfalcons.com
Meet first Thursday monthly; 7 PM;
Round Table Pizza, 2065 Occidental Rd.
Santa Rosa, CA 95401

SOUTHERN CALIFORNIA CHAPTER

Patrick Hall
6331 Marsha Avenue
Simi Valley, CA 93063
805-583-4403
socalfalcons@socalfalcons.com
Meet second Sunday, even numbered months,
Hill Street Cafe, 3301 N. Glenoaks Blvd.
Burbank, CA 91504

SOUTH CENTRAL REGION**REGIONAL DIRECTOR**

Mike Sigler
 14475 S Big Hill Rd.
 Gulfport, MS
 228-596-9160
 mikesiglerfalcon@gmail.com

BON TEMPS CHAPTER, LOUISIANA

Cary Loupe
 18661 Magnolia Estates
 Prairieville, LA 70769
 225-445-4488
 cary_loupe@thenewtrongroup.com

**FOUNDERS CHAPTER
CABOT, ARKANSAS**

Sandy Weir
 131 Ballard Road,
 Cabot, AR 72023
 501-628-2898
 sandy.weir@gmail.com
 Meet second Saturday monthly; 501-605-1370

**GULF STATES CHAPTER
GULFPORT, MISSISSIPPI**

Mike Sigler
 14475 S. Big Hill Road
 Gulfport, MS 39503
 228-596-9160
 mikesiglerfalcon@gmail.com
 Meeting info on Facebook page.

MUSIC CITY CHAPTER, TENNESSEE

Bruce Stewart
 175 Horntown Road
 Gallatin, TN 37066
 615-452-0321
 Meet monthly. Call for dates and location.

**SOUTHERN COAST FALCONS
PENSACOLA, FLORIDA**

Larry Blum
 7801 Nokomis Rd.,
 McDavid, FL 32568
 850-207-0183
 lwblumjr@juno.com
 Meetings TBA

SOUTH EASTERN REGION

REGIONAL DIRECTOR

Dave Wagner
7111 Wolftever Landing Dr.
Harrison, TN
423-243-3525
65Sprint@epbfi.com.

CAROLINAS CHAPTER NORTH CAROLINA

James Baxter
3591 Ritchie Rd.
Lincolnton, NC 28092
704-736-1920
info@baxtersigns.com
Meet monthly. Call 704-736-1920 for dates and locations.

MASON DIXON CHAPTER CAMDEN, DELAWARE

Patrick Varricchio
4 Kilkea Ct.
Nottingham, MD 21236
410-256-2834
steeler306@comcast.net
Meetings TBA

SOUTHEAST CHAPTER, GEORGIA

Bobby Chester
2617 Camp Wahsega Rd.
Dahlonega, GA 30533
706-867-9475
twosprints@gmail.com
Meet first Sunday bi-monthly; call for details.

SUNCOAST CHAPTER, FLORIDA

Chuck Beason
2855 Armadillo Trail
Titusville, FL 32780
321-383-1955
crbeason@cfl.rr.com
Meet monthly. Call for details.

STAR CITY CHAPTER VIRGINIA

Lynn Wilkerson
237 Foxfire
Cloverdale, VA 24077
540-793-4442
vwilkerson888@aol.com
Meetings TBA

TENNESSEE VALLEY FALCONS CHAPTER

Paul Randolph
7709 Standifer Gap Rd.
Chattanooga, TN 37421
423-892-9791; 423-364-1133
pn_randolph@epbfi.com
Meet monthly April-November; call for details

VIRGINIA FALCONS CHAPTER MIDLOTHIAN, VIRGINIA

Lee Harrison
21481 Rocky Ford Road
Jetersville, VA 23083
72vmier@gmail.com
804-561-0495
Meet second Sunday of March, June, September, December.
See website for locations.

SOUTH WESTERN REGION

REGIONAL DIRECTOR

Todd Gaudin
19611 E. Paloma Lago Ct.
Cypress, Texas 77433
281-467-4607
toddgaudin@yahoo.com

ALAMO CHAPTER SAN ANTONIO, TEXAS

Kevin and Georgia Hicks
325 Sollock, Devine, Texas 78016
830-708-9293
georgia.hicks@sbcglobal.net
Call or e-mail Kevin for location.

CAPITAL CITY CHAPTER AUSTIN, TEXAS

Kevin Bice
702 Barton Blvd.,
Austin, Texas 78704
hub@capitalcityfalcons.com
512-879-1653
Meet third Saturday monthly; time and location vary.
Contact garybrubaker@hotmail.com or call for details.

HEART OF TEXAS CHAPTER DALLAS/FORT WORTH

Ryan Murphy
307 W. Locust
Whitewright, TX 75491
940-300-3788
ryan_murphy_1981@yahoo.com
Meet second Saturdays, even months only.

LONE STAR CHAPTER NORTH/EAST TEXAS

Sam Broadway
903-715-2597
Meet third Saturday of even months
at a place to be determined.

SOONER STATE CHAPTER OKLAHOMA CITY, OK

Jordan Mixon
405-420-3181
jordanmixon@hotmail.com
Meet third Saturday monthly.
Call for information.

THIRD COAST CHAPTER HOUSTON, TEXAS

Todd Gaudin
19611 E. Paloma Lago Ct.
Cypress, TX 77433
281-467-4607
toddgaudin@yahoo.com
Meet third Saturday of even months.

BOARD OF DIRECTORS

Jordan Mixon (5)
1107 Liveoak Drive
Edmond, OK 73034
405-420-3181
jordanmixon@hotmail.com

John Saindon (4)
8215 E 39th Street S.
Derby, KS 67037
316-992-5002
Johnrnsignco@aol.com

Cris Bowes (3)
245 S. Main Street
Coventry, RI 02816
401-823-1059
cbricris@aol.com

Mike Sigler (2)
14475 S. Big Hill Road
Gulfport, MS 39503
228-596-9160
mikesiglerfalcon@gmail.com

Richard Harrington (1)
15725 State Highway 28
Delhi, NY 13753
607-746-2213
rharrington2@stny.rr.com

(x) denotes remaining years on the Board

OFFICERS

PRESIDENT

James R. Guthrie
27306 E. Outer Belt Rd.
Greenwood, MO 64034
816-288-7469
guthriejasr@gmail.com

VICE PRESIDENT

Rick Bowes
245 S. Main St.,
Coventry, RI 02816
401-529 8840
falconsprint@aol.com

RECORDING SECRETARY

Steve Dippert
3143 Shriver Dr.
San Jose, CA 95132
408-206-1022
sdippert@hotmail.com

TREASURER

Jerry Nordboe
986 County Rd. Q
North Bend, NE 68649
402-690-0652
treasurer@falconclub.com

AUDITORS

Barry Fischer
Colleen Ellis
Steve Hammond

NATIONAL FALCON NEWS EDITOR

Janet Wilkerson
22806 Bradford Ln. Ct.
Blue Springs, MO 64015
editor@falconclub.com

CLUB STORE MANAGERS

Mary Biehl / Bonnie Stringer
322 Jeff Davis
Waveland, MS 39576
clubstore@falconclub.com

MEMBERSHIP SECRETARY

Denise Sword
5432 Courtyard Dr.
Gonzales, LA 70737
501-804-9700
membership@falconclub.com
Please use email or snail mail.

INTERNET DIRECTOR

Wally Tirado
7101 Sharps Dr.
Plano, TX 75025
214-215-7485
admin@falconclub.com

WEBMASTER

Mike Grant
9917 NE 156th Ave.
Vancouver, WA 98682
360-241-6995

CHAPTER COORDINATOR

Mary Wagner
7111 Wolftever Landing
Harrison, TN 37341
423-243-3525
fcamary@baldwinpines.com

HEAD TECH ADVISOR

Bruce Wolfe
10206 Jonestown Rd.
Grantville, PA 17028-8232
717-469-7252
afutura@verizon.net

SOCIAL MEDIA DIRECTOR

Dee Bowes
423-519-3117
mail@falconclub.com

FALCONS FOR SALE



1965 Falcon Futura Convertible, Body 76A. Rare combination of options, 289, four-speed, Raven Black, Ivy Gold Interior, black top, and previous FCA National Best of Show winner.

The car has 61,000 actual miles and has had a pampered life. Mechanically everything is fresh, body is solid and paint is older but shines like new. Can send more info and pictures. \$24,500. Call Paul, 612-741-4989, paulk@molin.com. MN. 210325

1965 Falcon Ranchero project. V-8 Swap over. Very solid Texas car that needs to be completed. All body work complete; new fresh paint job in Dynasty Green. New upholstery, windshield and rear glass. \$7,500. (no engine, no transmission). Too many new parts to list. Receipts for work done available. Call Kevin, 830-708-9293. Devine, TX. 210209



1965 Falcon Ranchero with Comet front clip, \$9,000. Beige 1964 Caliente hardtop (no engine, no transmission), was 289, four-speed car. Has bucket seats and console, \$3,100. White 1964 Cyclone hardtop (no engine, no transmission) was 289, four-speed car. Has bucket seats and console \$3,700. I have steering column

and pedal to convert to automatic for both cars if you wish. 1964 gold wagon Villager "Woody" (no engine, no transmission) was 289 automatic car. \$2,600. 1965 Caliente hardtop (no engine, no transmission) was six-cylinder, \$800. I have parts cars to make sure these cars are complete. Call, text, email Carlos Vera, 720-281-0940, calicometcarlos@yahoo.com. CO. 210120

1963 Futura Hardtop V-8, body 63B (two of 6,400 total production). Two project cars, both virtually complete and nearly identical except color. Rose Beige car purchased new. White car purchased in Colorado. Both stored in heated garage for 25 years but not touched. Each has rust. Sold as a pair, \$2500. West Minneapolis area. Jim, 763-559-6380. 210199

1961 Ford Falcon four-door sedan, fully restored except for motor and transmission; it runs great. Six-cylinder, two-speed automatic. All metal is original except for hood. All parts are from Falcon suppliers. New radio has not been installed. This was my husband's car; I would like to sell, \$7,500. Contact Sandy Barker, 423-263-7404. This is a land line so no texting please, leave message. Etowah, TN. 21099



PARTS FOR SALE

If you are looking for parts for 1960–65 Falcons, give me a call. I have many parts including hoods, doors, fenders, chrome, tail lights, window cranks, a very good grille for a 1965 Mercury Caliente. I also have a tailgate for Comet with chrome, and for Ranchero and stations wagons. Bob, 806-5683-3550. TX. 210399

Parting '60-'65 Falcons. 13 year collection! Good sheet metal, lots of trim, mechanical parts, etc. Call Steve, 360-430-0143 WA. Thanx for driving a Falcon! 210320

Rebuilt steering box from a 1964 Ranchero. This is the hard to find heavy-duty version that has a 1-1/8" sector shaft. Standard steering boxes have a 1" sector shaft. \$250 plus shipping. Call 412-225-6301 or email paur4s@verizon.net. Pittsburgh, PA. 210212

1964 Falcon convertible parts, stored inside for 28 years. Hood and trunk lid, \$300. ea., both excel. Chevrons, \$150 pair. Heater controls with cables, \$50. Taillight bucket, \$75. Set of 14" wheel covers, \$100. Hinges for doors, hood, trunk, \$25 ea. Front bumper brackets excel. \$240., Rear bumper bracket, \$50; rear view mirror, \$40. Hood ornament, \$40. Convertible top pump/motor, \$125. Front arm rests, \$60. pr. Horn ring, \$25. Radio (core), \$25. Chrome pcs. (six) for front fenders, \$125. Prices OBO plus shipping. Call or text Jim, 865-406-5055 or glwthompson@bellsouth.net. TN. 201229

ALL NOS: 1960 grille, \$125, 1961 grille plus L/R headlight doors, \$495; '61 headlight door, one left, \$95. 1960 deluxe wheelcovers, 13", \$195 set of four. 1962–63 Deluxe-Squire wheel covers, 13", \$195 set of four. Backup light kits, one of each: 1960–62/1963/1964/1965 wagon/Ranchero, \$250–\$395 each, depending on the year. 1960–64 backup light/neutral safety switches for column shift automatic transmission, \$45 each. GOOD USED: 1962–63 Deluxe Squire wheelcovers, \$40–\$120 per set based on condition. NICE USED: Six '61-63 consoles to choose from: one '63 convertible console, black, five sedan brackets available too, good to excellent, \$250–\$450; two

to three projects consoles. Three Sprint tachs, tested and working, \$95–\$295 each. Good 1960 grilles w/parklights, \$150–\$200. Two 1961 grilles, \$150 and \$225, '63 headlight doors, \$50–\$95 a pair. Three 1963 driver/project grilles, need repair, but have potential, \$25–\$295 each. Re-chromed interior windshield trim for hardtops and convertibles: three-piece set, \$250–\$450 exchange. Good used hardtop windshield trim, \$175, driver quality; 1964–65 six-cylinder power steering system: 90% complete, but will need work; VERY RARE; \$395 as is. 1960–65 four-speed or floor shift steering column; we have the correct parts to fit each of those years: \$200. Dagenham four-speed bellhousing, \$75; complete Dagenham four-speed w/complete shifter, from a running car. \$695. 1966–67 power steering system: steering box w/straight through shaft, complete lower linkage, no pump/pulleys/brackets, \$295. as is; may fit '68–70 as well. Two narrow pattern toploader four-speeds; one for a '64½ Mustang, can work in a Falcon but needs the Falcon tailshaft housing, this trans is rebuilt; \$995. One narrow pattern toploader with both Mustang/Falcon patterns, has a chipped second gear, but turns freely, w/a factory shifter, \$495; 1962–70 trunk locks, good used with serviced locks, new emblems and new keys, \$95–\$195. 1960–67 Station Wagon tailgate cranks, used to NOS with serviced locks and new keys, \$100–\$495; 1966 Ranchero toppler; RARE survivor, needs work; \$100 as is. 1964–65 Futura interior door badges, repainted plus good chrome, \$20 a pair. 260 V-8 front fender emblems, good used, repainted, \$30 per pair; 13" and 14" wire spinner hubcaps, all grades: restored, good used, and driver quality, levels #1 to #4, \$150–\$550 per set based on condition. 260 builder, long block, w/front cover plus valve covers, build code: 3F18Z (maybe a 2, not Z?) ran great, but smokes, \$200; two-speed V-8 Ford-O-Matic, shifts nicely, complete w/trans linkage and starter, \$300; local pick-up for the engine and trans. 1960–1970½ sheet metal: doors, fenders, hoods, deck lids, bumper cores and brackets. Some '65 Comet parts as well; what do you need? All prices are plus shipping. We have a 35+ year collection of Falcon and Comet parts, please call/email with your needs. Call or email Lenny Kellogg at lenkellogg@lpbroadband.net or 970-593-1964 or visit us at www.kelloggsgarage.com. CO. 210321

Used Performance Radiator for 1963 Ford Falcon, fully functioning condition, no known leaks, problems or issues, minor fan rash and bumps from use, with cap, \$110; Ring and pinion gear set for 8.7 Ford rear C9AZ-4209-C, for the rare 8.7" rear end, complete with shims, highly desirable 3.07 ratio, may fit: WER-AC of '73-'77 Ford Granada, Mercury Monarch and Lincoln Versailles, \$135. Photos available; all good used uncleaned condition for full disclosure; buyer to verify applications and pays shipping. Thank you. Chris Parsons, indeoconfidimus@gmail.com. NJ. 201217

New 15" wood to aluminum steering wheel, three-spoke Cobra slotted frame; center hole 3½" with nine rivet holes; stamped Moto-Lita France SA, not Moto-Lita England, \$275. Mickey Thompson F.E. big block cross ram intake, very nice condition; some lineage included, \$1,500. New Performer 351 Windsor intake, \$250. 1963 Sprint air cleaner, original, needs to be re-chromed, \$135. Other Falcon, Galaxie, Fairlane, etc. parts. John Simone, 413-336-5307, Easthampton, MA. 210299 \$500 takes all: from 1961 Falcon two-door wagon: three window regulators plus back tailgate glass and regulator, grille, back seat, drivers front fender, hood plus hinges, motor mounts, some interior trim, glove box door, dash stainless trim and six headliner bows. Jerry, TEXT 530-720-1590 or jhoyt@chicousd.org. Chico, CA. 201207

All side moldings for a 1963 Ford Falcon Sprint, fits two-door hardtop and convertible, front fender arrow moldings NOS, rest fully refurbished; NOS two speed wiper switch for 1964-65 Falcon. NOS instrument panel bezel for 1967 Falcon as well as refurbished one. Kilometer Canadian speedometer for 1967 Falcon. 1967 Falcon Headlamp doors, left and right, NOS; also NOS 1967 Falcon grille with slight shelf wear but never installed. All side moldings for 1967 Falcon Sport Coupe and Futura. Hood lip molding for 1967 Falcon Futura, beautiful condition. Several sets of all dash bezels, four to a set, for a 1964 Falcon Sprint (NOS) as well as refurbished, also several sets fully refurbished and available for a 1965 Falcon Sprint. NOS rear backup light kit for 1963 and 1964 Falcons. Many grille assemblies, not NOS but better than driver

quality, for 1965 and 1967 Falcons. Please inquire for pricing, many more pieces not listed as I have 30+ year collection. All prices subject to actual shipping costs, with long side moldings shipped in plastic tubes to avoid damage. Please inquire for your needs. All parts situated in Southern California and shipping charges are actual, no markups. Insurance available at buyer's expense, if requested. Side moldings, due to their length, will be shipped in plastic tubes to avoid damage. Please contact me, Voltaire A. Gomez, at voltairegr@yahoo.com. 210103

NOS parts: C0DF-13206-B, front park/turn signal lamp housing, \$100. C0DF-5630-C parklamp lens, \$24. C0DZ-3A130-A outer tie rod, \$35. C0DZ-3352-B steering arm and bushing, \$75. C0DF-11654-C headlamp switch, \$90. C0DZ-7210-B shift selector lever, \$55. C0DZ-9A586-A & B carb rebuild kits, \$60 each. C0DD-5A283-F, exhaust hanger, \$50. C0DZ-1126-B, rear brake drum, \$130. C0DF-12370-A, Autolite vacuum control, \$36. C0DF-13304-A, turn signal plate, \$30. C0DZ-9155-A, Autolite FG-4 gas filter, \$15. Many more parts available. Keith Litteken 314-480-2556 or kslitteken@aol.com, MO. 210118

PARTS WANTED

Fiberglass tonneau cover for 1964-65 Ranchero. Any color, with or without hardware. Tom Smith 626-372-0150 or tsmithbonterra@gmail.com. 210320

1963 Falcon Delux two-door wagon parts. They must be in excellent condition either NOS or used: front bumper, grille, h/l doors, parklamp/signal assemblies, hood chrome, side trim, bucket seats, tailgate, power and or manual tailgate window parts, tailgate springs hinges etc. Keith Litteken, 11394 Revere Ln., St. Louis MO 63128-1416. Phone 314-480-2556 or kslitteken@aol.com. 210118

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- Please include item info and price, your name, location and FCA number. Try to limit your ad to 50 words. Ads will be edited as needed.
- Ads will run for minimum of two months and must be resubmitted monthly after that. Ads must be received by email by the 10th of the month before publication. For example, February 10 is the deadline for the March issue.
- FCA members receive two free ads per issue with one free photo for inclusion in "Cars for Sale" section. Your Falcon number must be included to be eligible for your free ad. Additional ads are \$10 each or \$20 with your photo included.
- Non-FCA members ads are \$10 each or \$20 with photo. Payment must accompany your ad. For those sent by mail, ads and photos with payments should be sent to: Janet Wilkerson, 22806 Bradford Ln. Ct., Blue Springs, MO 64015. Make all checks payable to Falcon Club of America. Falcon Club of America is not responsible for errors. Any error will be corrected in the next issue, as requested. The Falcon Club of America reserves the right to refuse advertising from any person or business or individual. August 20 is the deadline for the October issue. Falcon Club of America is not responsible for errors. Any error will be corrected in the next issue, as requested. FCA reserves the right to refuse advertising from any person or business.

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July 7-10, 2021
2021 Falcon Nationals
Irving, Texas
Hosted by Heart of Texas Chapter

August 20–21, 2021
Northeast Regional Meet
Warwick, Rhode Island
Hosted by Northeast Chapter



July 7-10, 2021

If you'd like for your event to be included in our Calendar of Events and on the FCA website, please send your upcoming FCA event's date and location information to editor@falconclub.com and admin@falconclub.com.

MARCH 2021

THE NATIONAL *Falcon* NEWS
THE MONTHLY MAGAZINE OF THE FALCON CLUB OF AMERICA



March 2021

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
	1 Peanut Butter Lover's Day	2 Read Across America Day (Dr. Seues Day)	3 Mulled Wine Day	4 Day of Unplugging	5	6
7	8	9 Meatball Day Crab Meat Day	10 Popcorn Lover's Day	11	12 Girl Scout Day	13
14 Pi Day	15	16	17 ST. PATRICK'S DAY	18	19 National "Let's Laugh" Day	20 FIRST DAY OF SPRING
21 Corn Dog Day	22	23 Puppy Day	24	25	26	27
28	29	30 Take a Walk in the Park Day	31			